CIVIL AIR PATROL

AUXILIARY OF THE ARMY AIR FORCES

RHODE ISLAND WING

PROVIDENCE



SQUADRON

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believe in the United States of America, as a government of the people, by the people, for the people, whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states; a perfect union, one and inseparable; established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes.

I therefore believe it is my duty to my country to love it, to support its constitution, to obey its laws, to respect its flag, and to defend it against all enemies.

CIVIL AIR PATROL NEWS

RHODE ISLAND (16) WING

COMMANDER

Major N. W. Rakestraw

WING STAFF

Capt. F. H. Lovenberg Capt. B. L. Mann Capt. T. N. Saaty Capt. L. J. Custer 1st Lieut. W. P. Jones 1st Lieut, A. R. Jones

PROVIDENCE SQUADRON (16-1)

COMMANDER

1st Lieut. A. S. Lehmann

SOUADRON STAFF

1st Lieut. E. A. Mercier 2d Lieut. J. N. Fox 2d Lieut. M. B. Hall

WARRANT OFFICERS

S. W. Bardsley T. H. Witherby B. H. Gratt

Associate Editor Sergeant A. E. Swift

BRIEF HISTORY OF CAP

This is one of the greatest stories of America's greatest war, squeezed into 400 words.

It is the story of the Civil Air Patrol, an American phenomenon born out of the heartbreak and shock and uneasy dread of Pearl Harbor and grown, miraculously, into the most amazing, most flamingspirited, tightly-knit and hard-working volunteer army this nation has ever seen.

One week before Pearl Harbor there was no Civil Air Patrol; it was just a dream in the heart of Gill Robb Wilson, president of the National Aeronautical Association. A few days after Pearl Harbor Earle L. Johnson, a pilot of 14 years' experience, took off one night in his own ship and dropped a sandbag squarely upon a Cleveland factory, just to make others see—as he had seen—how fearfully vulnerable our peace-geared aviation system would be for a few determined, smart saboteurs.

Today Gill Robb Wilson is as proud as the father of quintuplets. His baby has grown up. Today, Lt Col. Johnson, who carried out his own startling aerial Paul Revere Mission with the sandbag, is Commander of the Civil Air Patrol, and the top officer in the most astonishing army of civilians ever to serve under the Stars and Stripes.

From exactly nothing the whole thing started. From nothing it grew like magic. Men too old for the army, boys too young for it; sportsmen bringing their light planes with them; women who enlisted to be mechanics, nurses, radio operators, observers and photographers. There were no draft deferments for CAP members and they asked none. Thousands of them have gone gladly into the air forces; many more thousands couldn't make it and, not wanted by the AAF, went determinedly on with their CAP jobs.

This is an army now more than 80,000 strong, flying out of a thousand air fields.

This is an army that has flown more than twenty million miles, spotted 150 submarines in American coastal waters, has sunk a few of them and has driven the rest off until today the reign of submarine terror in coastal shipping has been beaten out by the little wings of the small CAP coastal planes.

This is an army which has lost 73 precious planes and more than 30 good fliers, who died as bravely as any combat pilot in a Sicilian or Solomon Islands dogfight. This is an army that numbers among its dead amateurs, a man of 50 and a boy of

This is an army of millionaires and motormen, of lawyers and liquor salesmen, of undertakers and carpenters, of furniture merchants and photographers, of garage men and artists, of plumbers and physicians, of housewives and professional women and librarians and store clerks.

This is an army which has cut down trees to build its own coastal patrol bases and has paid the farmers for the trees. This is an army whose women have run canteens for their bases, when there was no money for canteens. This is an army, which, at one new coastal patrol base, had no life preservers but solved the problem when seven dead Germans were washed up on their beach one evening—all of them wearing life belts.

This is an army that patrols the perilous coastal waters, from Maine to Mexico, an army that operates Army and industrial courier service everywhere in the 48 states; an army that patrols the forest, flies emergency relief to flood and disaster areas and, skirting mountainous and wooded terrain its pilots know like the backs of their hands, has located lost plane after plane where other searchers have failed.

This is an army that patrols the wild and isolated border between Texas and Mexico, flying low enough to read license plates and tell the color of a suspected pedestrian's necktie.

This is an army that flies on active duty for mere subsistence pay and flies all its other work without any compensation at all.

This is an army that spends, out of its own pockets, about one million dollars every month to keep Civil Air Patrol doing all it can in this War and, in the case of at least 30 lost pilots—more than it can do.

This is an army which fought its way up from early ridicule as a bunch of joy-hopping playboys to its place today as an auxiliary to the AAF and the only civilian organization entitled to wear the U. S. INSIGNIA ON ITS UNIFORM.

This, for a proud and last record of the

war, is an army for enduring pride.

This is an army no man or woman in it will ever forget.

This is the CIVIL AIR PATROL.

THE WING'S WINGS

It should be of interest to all members to know something about our flying equipment—even though we don't fly very much.

The two Army ships which have been lent us for use in Aviation Cadet recruiting are of the L2M type, brand new Taylorcrafts, powered with 65 H. P. Continental Designed and built for liaison motors. work with ground artillery they carry twoway radio, of course, and have many special gadgets. Visibility is especially good, both over the nose and all around the horizon. They were built for observation and there is clear vision to the rear. In fact, the observer's seat can be turned around backwards-which gives one an unusual experience on take-off. The ships are nice and warm, since they have very good heaters, and that will make it pleasant for the next few months, during which they should be put to a good deal of use.

In addition to these, the Wing has three ships which are more properly its own. The first of these is a Taylorcraft, 55, NC22674, which, after a spell of courier service during the fall, has been grounded for an overhaul. The ship belongs to Dr. (now Captain) C. E. Hagan, who left the ship for the use of the Wing when he went into service in the medical division of the Air Forces.

Then there is a Cub Coupe, 65 RH., NC-23109, which was similarly left for the use of the Wing when its owner, Irving Peskin, went to Florida. This is now assigned to miscellaneous courier work out of the Army Air Base at Hillsgrove.

Last, is a Cub Cruiser, 75 HP., NC27958, which belongs to the Eight Hour Club, whose members are among the personnel of this squadron. This ship is also available to the Wing for operational flying, although its owners still retain control of it.

We have ships; what we need more is people to keep them in shape. If you want something interesting to do, and have a little time in which to do it, report to Lieutenant A. R. Jones, who will arrange for your assignment to the ground crews which service these ships.

CONGRATULATIONS TO LT. LEHMANN

Our Squadron Commander, Lieutenant Lehmann, went home to California for the holidays and came back with a Christmas present—a wife! Mrs. Lehmann was previously Miss Rosalie Lowther, 2d Lieutenant, CAP, of the Washington Squadron. Congratulations all around. What, no See-gars?

RATINGS

A recent order from Headquarters establishes a scale of ratings, according to which all members are entitled to appointment in such rank (corporal, sergeant, etc.), as their training determines. A board has been appointed, consisting principally of Wing Officers, which will as soon as possible pass upon the qualifications of all members and confirm them in their proper ratings. Thereafter, promotions in grade by reason of rating will be automatic as each member completes more of his training. Provisions will be made for those who want to advance more rapidly than the regular training program will permit. These will be allowed to work on the training directives themselves and take exam inations for credit. Further details will be given later. Meanwhile, it will be good news to learn that developments are under way which will permit of more rapid advancement.

PROMOTIONS

On January 5, Master Sergeants T. H. Witherby and B. H. Gratt were promoted to the rank of Warrant Officers, to function as Assistant Flight Leaders. On January 10, Sergeant A. E. Swift was promoted to the rank of first Sergeant. These men have served long and faithfully in the Squadron and their promotion is well merited.

CAP WIDOW

I'll admit your uniform does become you— You look just right as a Second Lieutenant, But from my point of view— The C.A.P. wives should get the pennant.

Rush home after work, peel potatoes, set the table, While you dress up to look like Gable—
I plan to go to a dance, or a movie to see a dramatic rcle,
But no: First comes the CIVIL AIR PATROL.

All in all, guess its pretty swell
As I know you are trying to do your part,
But do you have to be gone every night pell-mell,
Have a Hee—aaaaarrrrttttt!!!
—Anonymous.

CADET PROMOTIONS

The following promotions were made in the Cadet Squadron on January 5:

FLIGHT "A"
Sergeant J. H. Elwell

Corporals

F. F. Marcey

A. J. Koury, Jr.

FLIGHT "B"

Sergeant B. F. Murray

Corporals

S. M. Kaufman M. R. Plante W. A. Rothwell

G. A. Dextrase

Privates First Class

R. E. Shackelton

T. P. Wallace

FLIGHT "C"

Sergeant W. Ritz

Corporals

F. A. Zodda R. DeNicola P. A. Blackinton

J. J. McElroy

Privates First Class

N. Melander

F. Dziok

H. S. Drobiazgiewicz

These men were given their warrants in a special ceremony before the whole Squadron on the occasion of the joint meeting with the Silver Wings Club. The sergeants became leaders of their respective flights. Later, a Squadron Commander will be picked and a Squadron Staff.

PILOTS BUSY AT PROVIDENCE AIRPORT

Every Saturday afternoon from 12:00 noon to sundown, with weather permitting, army planes can be seen flying over Providence Airport. These planes are piloted by Civil Air Patrol members of the Providence Squadron giving orientation instruction in flying to Army Cadets enlisted reserves.

Major Rakestraw, Captain Mann, Captain Saaty, Lieutenant Arthur Jones and Pilot Crooke are some of the members piloting the army planes.

ing the army planes.

There are about 30 cadets given orientation instruction each Saturday. The Silver Wing Club members are also being flown by Civil Air Patrol pilots. These members are a part of the reserve cadets, but have formed a club of their own. It won't be

long before they will be in aviation schools, so they are now taking advantage of all flight instruction that will help them in

primary training.

It has been heard in the halls of the Armory that Cadets have been saying, "When will I get a plane ride?" For these Cadets we'll say, "Time is short for the amount of instruction given to Cadets from the reserves, Silver Wing Club members and a few Civil Air Patrol Cadets from Woonsocket squadron, so "Wait you're turn. You won't be the forgotten man."

Flying these cadets is not the only operation to be done. Many other clerical jobs have to be done, such as clearance papers to be filled out, arrival and clearance time to be recorded and oh! yes—the wood for the fireplace in the prop house must be cut.

Supervision must be given to all operations. Lieutenant A. S. Lehmann, Squadron Commander; Lieutenant W. R. Jones, Warrant Officer Benjamin Gratt, First Sergeant Arthur Swift, and Private Robert Jones are doing their part assisting in these operations.

ATTENTION

Civil Air Patrol Cadets

We hope that you will not get the mistaken idea that your enlistment as aviation cadets automatically insures your being sent to pre-flight school and subsequent flight schools for pilot, navigator or bomb-ardier training. The War Department has publicly announced that your acceptance by the aviation Cadet examinating board was preliminary only, and that final selection for air crew training is made at the AAF basic training center. You will be given physical examinations much more severe than those taken at the time of your enlistment. In addition you will undergo very extensive psychological aptitude tests. Only those individuals with the highest qualifications as indicated by these tests are being selected for bombardier, navigator or pilot training. Those who fail will be reassigned to aerial gunnery or such training as their aptitude scores indicate they are best qualified.

Therefore, it must be plain to you, that the training you get in Civil Air Patrol will be of utmost value to you in achieving your ambition to get air-crew training. We have reports indicating that cadets trained by the Civil Air Patrol are invariably scoring higher in these aptitude tests than those aviation cadets who have not had the opportunity of such training. Obviously, it is to your best interest to be attentive in your STUDIES and DRILLS while with us.

Are you a Cadet in the Civil Air Patrol.? Then tell your friends. They may want to join. The Civil Air Patrol needs more Cadets.